ISSN: 2321-8819 (Online) 2348-7186 (Print) Impact Factor: 1.498 Vol. 5, Issue 3, March 2017

Awareness among Train Commuters Regarding, Disaster Management.

Nancy Fernandes Pereira.
Principal
L.T College of Nursing
SNDT women's University
Mumbai

Abstract: disaster takes various forms ranging from natural disaster such as earthquakes to man-made disasters. No matter what type of disaster befalls the individual, organization or country the results are typically the same, that is substantial loss of life money assets and productivity. The study concluded that train commuters had some knowledge regarding management of disaster though no much clarity as to how to manage disaster if encountered on the train.

Keywords: Commuters, disaster management, train disasters.

Introduction: Hundreds of lives were in jeopardy for a few seconds this morning as a local train in Mumbai lurched off course. The seven compartments of the train, operating on the Western Line, slid onto the adjoining track. Disaster was averted as an alert driver on the approaching train hit the brakes, preventing a collision. "It is an unprecedented accident. The driver braked. Otherwise it could have been worse. We are probing the cause," said Shailendra Kumar Divisional Railway Manager of the Western Railways. The coaches derailed just ahead of north Mumbai's Andheri, one of the city's busiest and biggest stations. Because the train was moving slowly to pull out of the station when the accident took place, the injuries were minimal. Two people were hurt, with one suffering a minor fracture in the ankle.

Need of the study: Natural disasters to an act of terrorism, one never know when something catastrophic will happen to you, your dear ones or your organization. But once it does it is too late to go hunting for a plan of action. One needs to be prepared, be proactive and make ones disaster management plan before disaster strikes. Disaster preparedness gives us the know-how of avoiding the common mistakes which turn natural & man made catastrophes into economic disasters. When commuters are faced with disaster while commuting by train most often it turns into chaos, thereby increasing mortality rate. If each of the commuters travelling by train is equipped then we can ensure early aid to casualty and reduce mortality.

Problem statement: A study to assess the awareness among train commuters regarding Disaster Management in city of Mumbai.

Objectives:

1. To assess the knowledge among train commuters regarding Disaster.
2. To assess the knowledge among train commuters regarding agencies involved in management of disasters.
3. To assess the awareness regarding causes of train disaster.
4. To assess the disaster preparedness among commuters to deal with train disasters.

Assumption:

1. Commuters may have some knowledge regarding disaster management.
2. Commuter may have managed some type of disaster in their life.

Methodology:
Research approach: Exploratory survey.
Research design: Quantitative.

Setting of the study: Commuter travelling on western railway(local), Mumbai.

Population: Male and female commuters using the western local train.

Sample: Male /Females train commuter available during the period of data collection, travelling by train.

Sample size: 50 commuters

Sampling technique: Non-Probability Convenient Sampling.

CRITERIA FOR SAMPLE SELECTION:

Inclusion Criteria:

1. who are willing to participate in the study.
2. who can understand English language

Tool and technique:
I)Socio demographic data:
II) Awareness of disaster management.
Techniques: Self reporting:
Ethical consideration: Consent was obtained from the participants.

SCOPE OF THE STUDY:

The findings of the study will help to prepare train commuters to handle disasters and contribute towards reducing casualty .

Method of data collection: The samples were contacted..

Findings and discussion:

Section I: This section deals with the demographic date of the sample

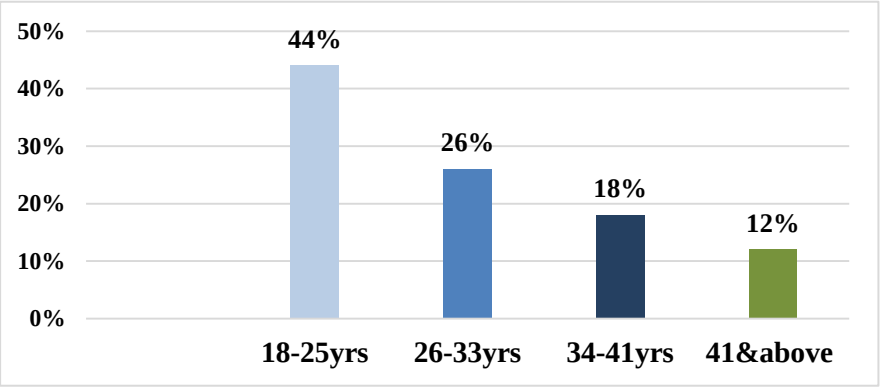

Fig: 1 Demographic data of the sample

Age of the samples : It was observed that 44% of the sample belonged to the age group of 18-25yrs, 26% to the age group of 26 -33yrs where as 18% and 12% belonged to the age group of 34-41yrs and above 41yrs respectively.

Gender: 84% of the samples were females while 16% were males.

Educational status: 40% of the sample had completed their graduation ,10% had completed their HSc, while majority i.e.50% of the samples were graduates.

Occupation: Majority of the samples were employed that is 78%, 18% were student, where only 4% were self-employed.

Marital status:56% of the samples were unmarried,42% were married and only 2% were widow's.

Training in disaster management: 76% of the samples had not received any type of training where as 20% under went first aid training and only 10% underwent training in disaster management.

Source of information: 20% of the sample had gained information regarding disaster management through media,24% stated they had not received any information on disaster preparedness, while 28% respectively received information through internet, and under when disaster preparedness drill in their office.

Witness to rail accidents: 86% of the samples reported they have not witnessed rail accident and few that is 14% states they had witnessed rail accidents.

Section II: this section deals with the knowledge related to disaster management among train commuters.

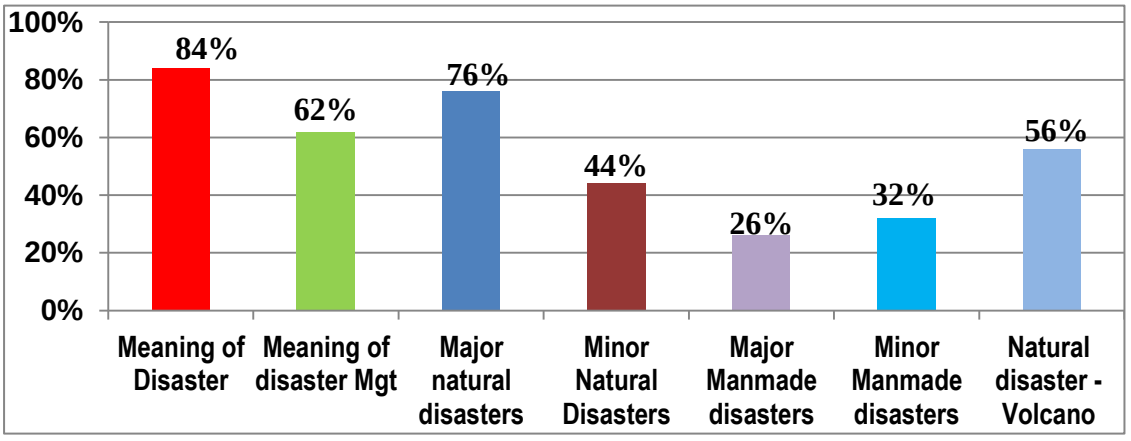

Fig.no. 2 Knowledge of disaster among train commuters.

As depicted in **fig no 2**,related to knowledge among train commuters it was observed from the data that 84% of the sample gave the correct meaning of disaster ,62% stated correctly the meaning of disaster management. 76% were able to correctly state the major natural disasters where as 44% were able to correctly answer to the question on minor natural diasters.26% correctly stated the major manmade disasters while 32% correctly responded to the question on minor manmade disasters. It was also noted that 56% correctly stated that natural disaster is volcano.

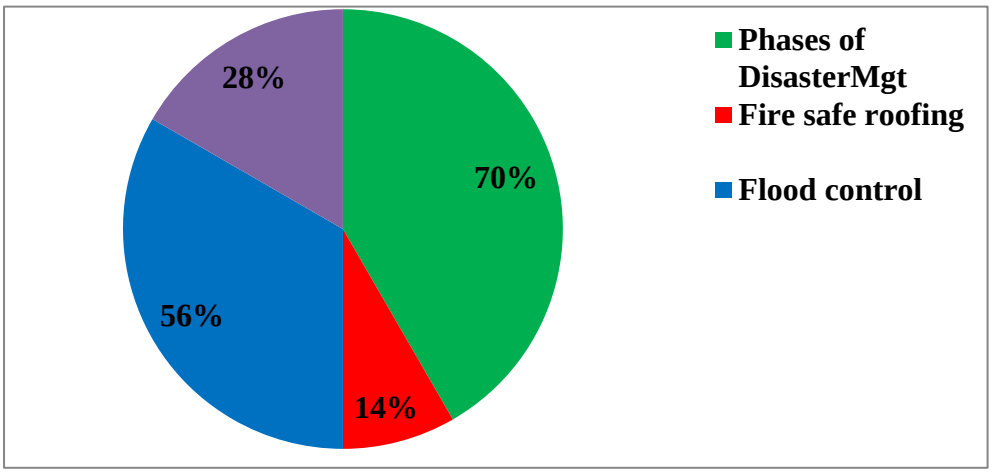

Fig.no 3. Awareness related to Management of Disaster.

Fig no 3 depicts the awareness of the samples regarding management of disaster. It was noted that majority of the samples were aware of the phases of disaster management.56% of the samples correctly responded 'flood control' measures 28% were aware that high loss of life was due to delayed implementation of disaster management.

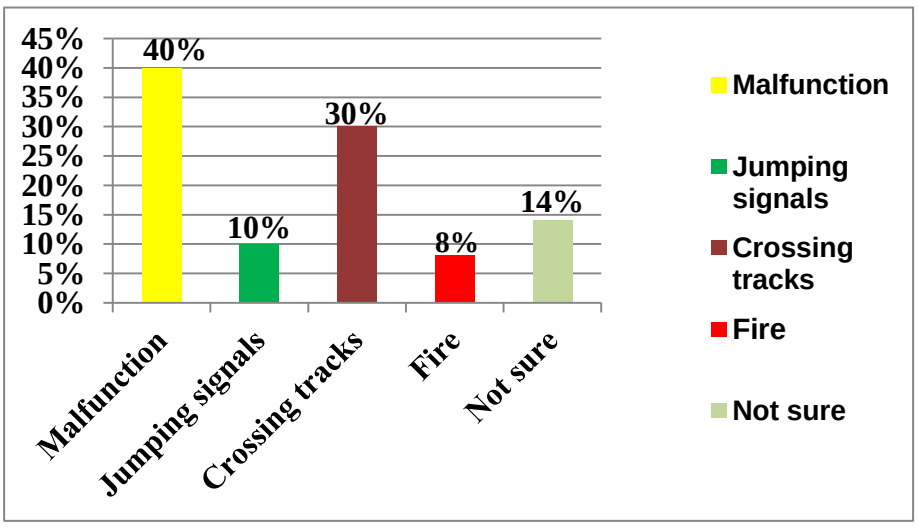

Fig no:4 Awareness of causes related to Train disaster .

It was noted from fig no 4 awareness related to the cause of train disasters that 40% of the commuters were aware that the cause of train disasters could be attributed to malfunction, where as 30% stated it was due to crossing of the tracks. Media has reported number of death occurring due to crossing of tracks by commuters, this may be attributed to crossing track to reach the other side of the tracks to quickly access a bus or other means of transport or the reach the platform where the commuter desires to board a train and is anxious of missing a train if the use the foot over bridge. While 10% and 8% of the commuters stated disasters occurred due to Jumping signals and fire respectively .It may be noted that jumping of signal has been not significantly been reported by train authorities, this response may be attribute to impact of scenario created by films. 14% of the commuters stated they were not sure.

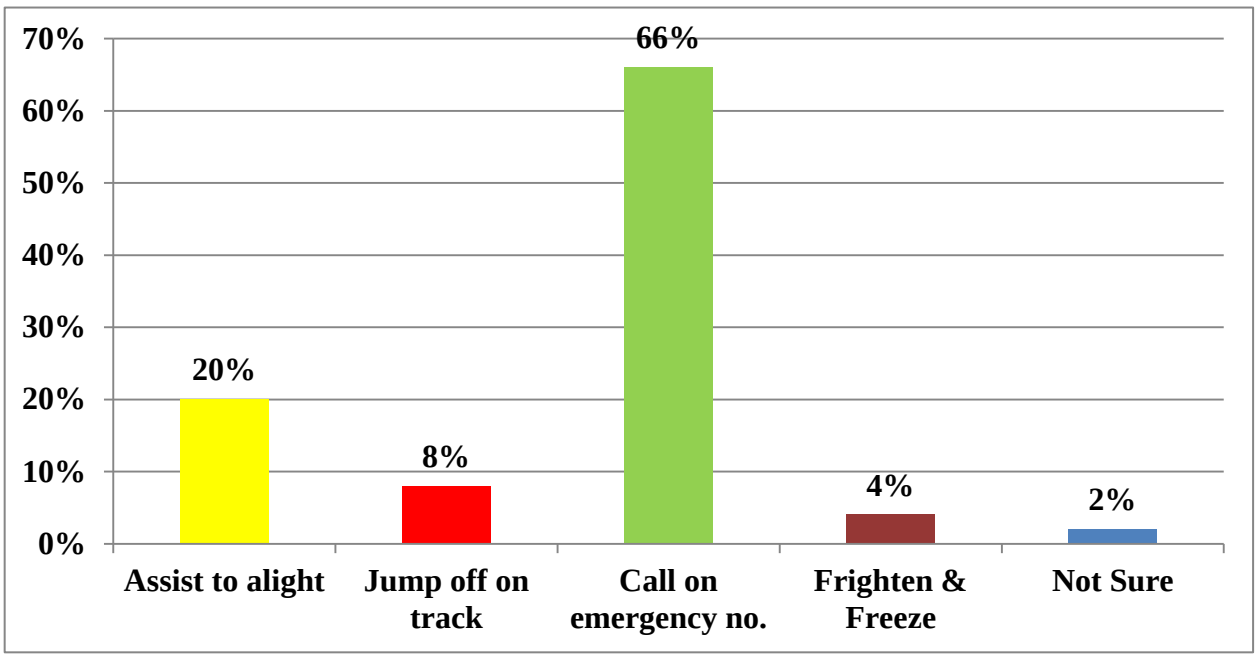

Fig no:5 Action taken while travelling if disaster occurs.

When any mishap occurs and the commuter encounters the action taken by the commuter as reported by them indicated that 66% would call on the emergency no provided by the railway authorities to report any disaster. While 20% indicated that they would assist co passengers to alight. Whereas 8% reported that they would jump off on the track to protect them self, it has been frequently reported by media that number of individuals got injured there by increasing the mortality in their bid to save themselves in moments of train disaster yet some still find this as an option to be taken during disaster while traveling on the train.4% stated they would be frightened and freeze there by not being able to take any constructive course of action in the face of disaster. This could be due to lack of knowledge or their personality which would not facilitate to take the appropriate action. 2% of the commuters were not sure what they would do this could be due to the lack of experience of having never encountered any disaster. There commuters have only read or watch disaster management action taken via the media. Yet it's very important that commuters are aware of emergency railway contact number or the course of action to be taken calmly.

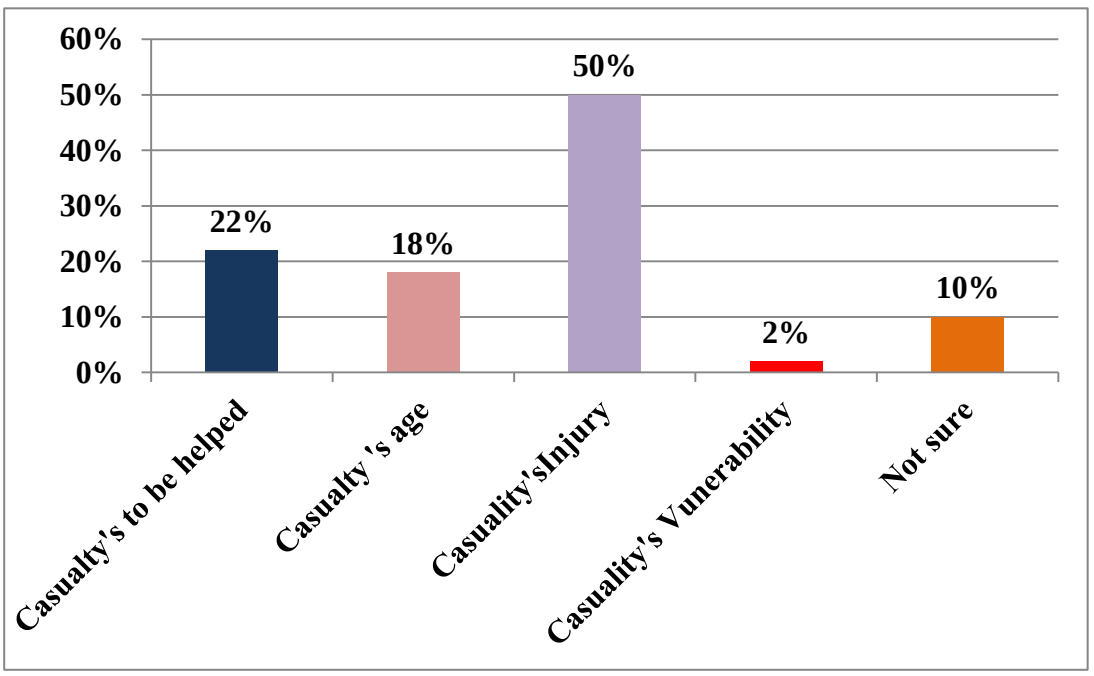

Fig no:6 Triage in train disaster

When the commuters were asked how triage should be done when train disaster occurs majority ie.50% of the commuters reported based on causalities injury, while 22% stated that casualties should be helped first both the response indicated that commuters were aware how to classify casualty of a train disasters .18% of the commuters reported that casualty's should Be triaged according to their age, whereas 2% stated according to the vulnerability and 10% of the commuters were unaware as to how they should triage the casualty. This indicated that some of the appropriate action may be due to some sort of training received or information acquired from the net by the commuters.

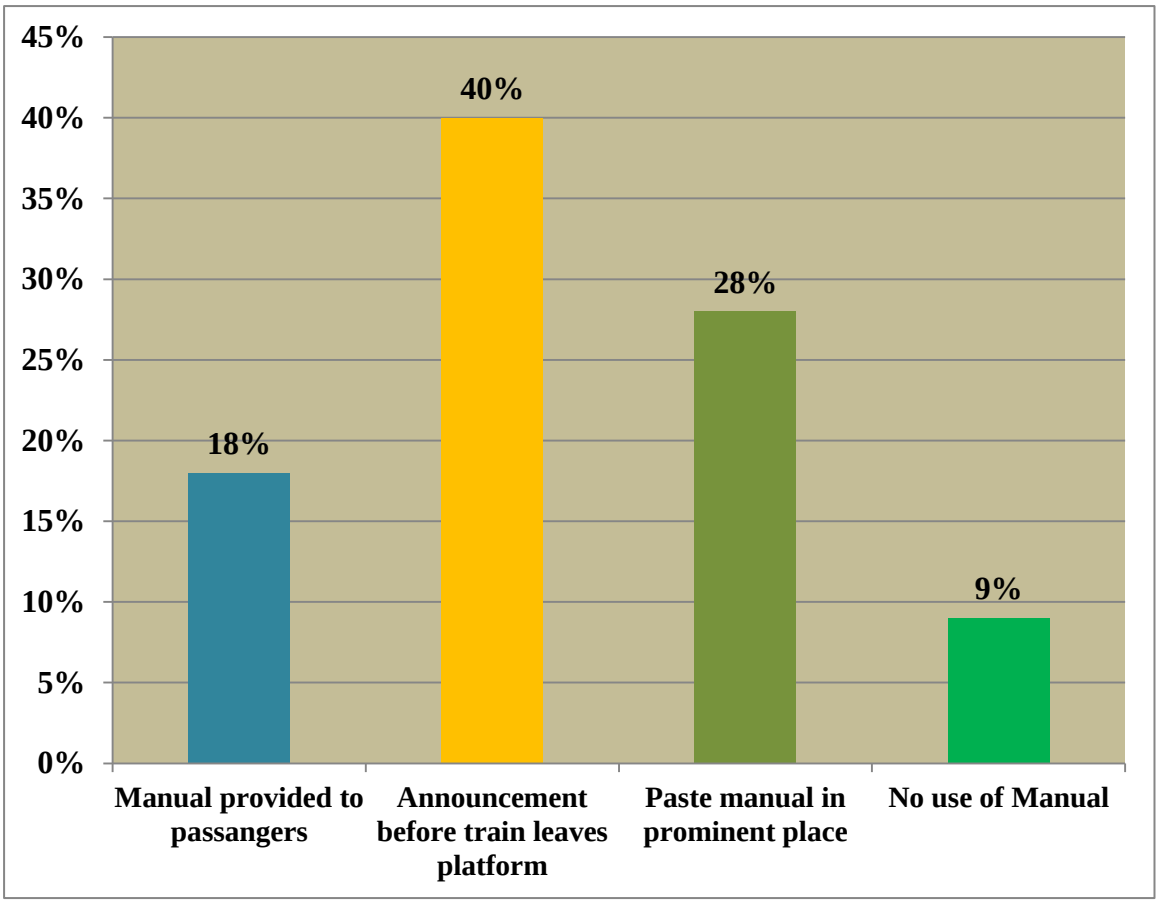

Fig no: 7 To save life

When the commuters were asked to help save life during disaster what should be done 40% stated announcement before train leaves platform related to safety guideline in case of disaster should be announced. Whereas 28% stated pasting of a manual in prominent place would be of help for ready reference. 18% stated that manual should be provided to passengers for ready reference this may be because those whose have used flight mode for travel have found instruction manual for reference in case of problem to the aircraft. Manual would not be of any use in case of train disaster was stated by few (9%) of the commuters.

Conclusions:

It can be concluded that train commuters do have some knowledge regarding management of disaster though no much clarity as to how to manage disaster if encountered on the train. Though is a reality that mortality increases further due to lack of knowledge of triage during disaster. If the railway broadcasting played out a course of action to be carried out in case of disaster at the platforms and audio instruction played out in the train may help to fix in the mind the action to be taken. Over all as public safety measure it would be beneficial if every organization makes it a policy to conduct disaster management training. This would help individual to take the appropriate action there by reducing mortality and morbidity which indirectly would increase economic burden on the family and the health care system to care for individual and reduce duration of hospitalization.

References:

- D.N.B Murthy, "Disaster Management Text & Case Studies", Deep & Deep Publication New Delhi 2008 pg 27 – 30
- Thomas D. Schneid Larry Collins, Occupational Safety & Health Guide Series, Lewis Publishers, Boca Raton London New York Washington D.C 2000 pg 2, 19
- Emergency management Wikipedia available from https://en.wikipedia.org>wiki>emergency cited on 1st January 2017
- Article on commuter train crash/EDM Digest available from edmdigest.com>tag>commuter-train-or cited on 1st January 2017
- Emergency Preparedness & Public Awareness available from https://metramail.com>riding-metra>em cited on 1st January 2017
- Making commuter & freight trains safer – government technology available from www.govtech.com>safety>making-co cited on 1st January 2017